Meeting Notice:

Due to the COVID-19 pandemic, state of emergency and Governor Beshear’s Executive Orders regarding social distancing, this meeting of the TARC Board of Directors will be held via video-teleconference pursuant to Senate 150 (as signed by the Governor on March 30, 2020) and Attorney General Opinion 20-05, and in accordance with KRS 61.826, because it was not feasible to offer a primary physical location for the meeting.

The next meeting of this subcommittee of the TARC Board of Directors will be:
**Tuesday, May 18 at 1:30 p.m.**

Pursuant to the Americans with Disabilities Act, persons with a disability may request a reasonable accommodation for assistance with the meeting or meeting materials. Please contact Ashlie Woods at 502.561.5108. Requests made as early as possible will allow time to arrange accommodation.

Meeting Instructions:

**Join Zoom Meeting:**

https://zoom.us/j/94934734543?pwd=enpQRmhnWHo3MVl5ZVp6MkIveHZ1UT09

**Meeting ID:** 94934734543

**Passcode:** 252485

**One tap mobile:** +13017158592,,94934734543#

Audience and/or TARC staff can join via Zoom; public comments may be submitted in the Chat feature of Zoom, or by calling 502-585-1234 or at www.ridetarc.org
## Agenda

### I. Quorum Call / Call to Order
- **Mary Morrow**  
  - Time: 1:30

### II. Staff Reports
- a. April Financial Statements  
  - **Tonya Carter**  
  - Time: 1:35
- b. Close out on Comprehensive Operations Analysis Report and Next Steps  
  - **Carrie Butler**  
  - Time: 2:00

### III. Action Items
- a. Resolution 2021 – 14  
  - **Carrie Butler**  
  - Time: 2:00
  - Board Member Service: Alice Houston  
  - Time: 2:30
- b. Resolution 2021 – 15  
  - **Aida Copic**  
  - Time: 2:30
  - Consulting Services to Catalog Options to Provide Transit Access to Exurban Locations  
  - Time: 2:30
- c. Resolution 2021 – 16  
  - **Maria Harris**  
  - Time: 2:30
  - Bus Hoses Parts and Supplies  
  - Time: 2:30
- d. Resolution 2021 – 17  
  - **Maria Harris**  
  - Time: 2:30
  - Bus Bumper and Frames  
  - Time: 2:30
- e. Resolution 2021 – 18  
  - **Geoffrey Hobin**  
  - Time: 2:30
  - Consulting Services For Fleet Transition Strategic Plan For Zero Emission Buses  
  - Time: 2:30

### IV. Proposed Agenda Items / Next Meeting Date
- a. Professional Services for Website Redevelopment  
  - **Carrie Butler**  
  - Time: 2:30
- b. Transit Scheduling Professional Services  
  - Time: 2:35
- c. Officer Election and Committees for FY 2022  
  - Time: 2:35

### V. Adjournment  
- Time: 2:40
Current Month Revenue

Passenger Fares are under budget $441,431 (pg. 2, line 1) and Paratransit Fares are under budget $21,096 (pg. 2, line 2) both mainly due to budget projection on COVID-19 impact. MTTF Contributions – Federated is over budget $7,149,385 (pg. 2, line 11) due to cashflow needs. Federal Reimbursement Funds – FTA is under budget $4,053,024 (pg. 2, line 13) due to drawing down funds in prior months. Federal Reimbursement Funds – FTA, Cap is under budget $6,604,425 (pg. 2, line 21) mainly due to timing of expenditures for bus purchases.

Year to Date Revenue

Passengers Fares are under budget $2,361,998 (pg. 2, line 1) and Paratransit Fares are under budget $541,565 (pg. 2, line 2) as stated above due to budget projection on COVID-19 impact. MTTF Contributions – Federated is under budget $8,141,669 (pg. 2, line 11) due to applying CARES funds for Operating Expenses. Federal Reimbursement Funds – FTA is over budget $9,840,019 (pg. 2, line 13) mainly due to CARES reimbursement funds. Federal Reimbursement Funds – FTA, Cap is under budget $10,438,419 (pg. 2, line 21) mainly due to timing of expenditures for bus purchases in current month.

Current Month Expenses

Direct Labor is under budget $81,143 (pg. 3, line 1) due to sick leave pay and Total Labor is under budget $14,593 (pg. 3, line 9) due to holiday pay projection. Fringe & Benefits are over budget $506,836 (pg. 3, line 32) mainly due to Pension, Medical and Workers Compensation. Purchased Transportation is under budget $511,921 (pg. 2, line 38) mainly due to revenue hours.

Year to Date Expenses

Direct Labor is over budget $521,577 (pg. 3, line 1) and Total Labor is over budget $701,884 (pg. 3, line 9) due to overtime and shadow buses. Fringe & Benefits are over budget $1,616,019 (pg. 3, line 33) mainly due to Pension, Kentucky Unemployment and Workers Compensation offset by Medical. Purchased Transportation is under budget $3,763,311 (pg. 2, line 38) mainly due to budget projection on COVID-19. Depreciation Expense is under budget $1,086,326 (pg. 2, line 46) mainly due to capital expenditures not in line with budget projections.
Operating Summary

Overall, we had a $1,506,863 (pg.2, line 53) favorable balance for the current month on the Statement of Revenues – Expenses. This brings the unfavorable year-to-date balance to $8,872 (pg. 2, line 53). March MTTF budget projection for revenue deposits is over budget $5,634,943 (pg. 7) year-to-date mainly due to receiving an additional $2,000,000 in July receipts and more than projected for current month. We currently have a favorable balance before capital year-to-date of $5,626,071 (pg. 8) due to the MTTF revenue deposits. MTTF Net Profit Fees are up $5,358,281 (pg. 7) and Employee Withholdings are down $950,298 (pg. 7) year to date compared to last year.

Capital Summary

Total Capital Contributions is under budget $6,849,481 (pg.2, line 25) for the current month and under budget $11,766,429 (pg. 2, line 25) year-to-date mainly due to the timing of spending grant funds. Total Capital Expenses are under budget $202,563 (pg. 2, line 48) for the current month and under budget $865,208 (pg. 2, line 48) year-to-date. Bringing the year-to-date balance after capital items are applied to an unfavorable balance of $7,777,915 (pg.2, line 55) mainly due to Capital Contributions being less than Depreciation Expenses.
## Statement of Revenue - Expenses - with Capital Contributions

### April 2021, Fiscal Year 2021

<table>
<thead>
<tr>
<th>Description</th>
<th>FY21 Total Budget</th>
<th>Current Month</th>
<th>Fiscal to-date</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Actual</td>
<td>Budget</td>
<td>Over budget (Under budget)</td>
</tr>
<tr>
<td><strong>Revenues</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1 Passenger Fares</td>
<td>6,885,444</td>
<td>192,307</td>
<td>633,738 (441,431)</td>
</tr>
<tr>
<td>2 Paratransit Fares</td>
<td>1,471,267</td>
<td>86,822</td>
<td>107,918 (21,096)</td>
</tr>
<tr>
<td>3 Special Fare Revenues (UofL, UPS and etc)</td>
<td>2,087,100</td>
<td>121,445</td>
<td>168,500 (47,055)</td>
</tr>
<tr>
<td>4 Comp Specials</td>
<td>290,700</td>
<td>26,500</td>
<td>109,013 (79,513)</td>
</tr>
<tr>
<td>5 Advertising Revenue</td>
<td>634,165</td>
<td>52,500</td>
<td>53,333 (833)</td>
</tr>
<tr>
<td>6 Other Agency Revenues</td>
<td>183,300</td>
<td>3,945</td>
<td>16,417 (12,472)</td>
</tr>
<tr>
<td>7 Total Recoveries-Insurance</td>
<td>70,000</td>
<td>4,310</td>
<td>4,000</td>
</tr>
<tr>
<td><strong>Operating Revenues</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>9 Over budget</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>10 Total Non-Operating Revenues</td>
<td>80,060,955</td>
<td>8,416,125</td>
<td>6,593,612 1,822,513</td>
</tr>
<tr>
<td>11 Total Revenues Before Cap Contributions</td>
<td>91,682,931</td>
<td>8,906,953</td>
<td>7,686,531 1,220,423</td>
</tr>
<tr>
<td>12 Local Government Funds - MTFF, Cap</td>
<td>1,865,202</td>
<td>0</td>
<td>245,056 (245,056)</td>
</tr>
<tr>
<td>13 Federal Reimbursement Funds - FTA</td>
<td>19,159,554</td>
<td>0</td>
<td>6,604,425 (6,604,425)</td>
</tr>
<tr>
<td>14 State Government Funds</td>
<td>1,702,666</td>
<td>16,125</td>
<td>225,000 (206,875)</td>
</tr>
<tr>
<td>15 Total Capital Contributions</td>
<td>21,024,756</td>
<td>0</td>
<td>6,849,481 (6,849,481)</td>
</tr>
<tr>
<td>16 Total Revenues</td>
<td>112,707,687</td>
<td>8,906,953</td>
<td>14,536,012 (5,629,058)</td>
</tr>
<tr>
<td><strong>Expenses</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>17 Labor</td>
<td>28,589,806</td>
<td>2,435,897</td>
<td>2,516,840 (81,143)</td>
</tr>
<tr>
<td>18 Fringes &amp; Benefits</td>
<td>27,029,658</td>
<td>2,651,267</td>
<td>2,144,421 509,836</td>
</tr>
<tr>
<td>19 Services</td>
<td>5,336,874</td>
<td>383,179</td>
<td>425,443 (42,264)</td>
</tr>
<tr>
<td>20 Materials</td>
<td>6,843,550</td>
<td>518,526</td>
<td>581,159 (62,333)</td>
</tr>
<tr>
<td>21 Utilities</td>
<td>958,796</td>
<td>82,191</td>
<td>79,566</td>
</tr>
<tr>
<td>22 Casualty &amp; Liability</td>
<td>2,646,356</td>
<td>146,700</td>
<td>220,529 (73,769)</td>
</tr>
<tr>
<td>23 Purchased Transportation</td>
<td>19,597,253</td>
<td>1,148,933</td>
<td>1,660,854 (511,921)</td>
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<tr>
<td>24 Interest Expense</td>
<td>15,568</td>
<td>980</td>
<td>980</td>
</tr>
<tr>
<td>25 Other Expenses</td>
<td>715,070</td>
<td>32,569</td>
<td>66,739 (24,170)</td>
</tr>
<tr>
<td>26 Operating Expenses</td>
<td>91,682,931</td>
<td>7,400,091</td>
<td>7,686,531 (286,439)</td>
</tr>
<tr>
<td>27 Total Capital Expenses</td>
<td>13,157,316</td>
<td>938,261</td>
<td>1,140,824 (202,563)</td>
</tr>
<tr>
<td>28 Total Expenses</td>
<td>104,840,247</td>
<td>8,338,351</td>
<td>8,827,355 (489,002)</td>
</tr>
<tr>
<td>29 Revenue / Expense Difference Before Capital</td>
<td>0</td>
<td>1,506,863</td>
<td>0</td>
</tr>
<tr>
<td>30 Revenue / Expense Difference After Capital</td>
<td>7,867,444</td>
<td>568,602</td>
<td>5,708,657 (5,140,056)</td>
</tr>
</tbody>
</table>
Total Labor
April 2021, Fiscal Year 2021

<table>
<thead>
<tr>
<th>Description</th>
<th>FY21 Total Budget</th>
<th>Current Month</th>
<th>Over budget (Under budget)</th>
<th>Fiscal Year-to-date</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Actual Budget</td>
<td></td>
<td></td>
<td>Actual Budget</td>
</tr>
<tr>
<td></td>
<td>Remaining</td>
<td></td>
<td></td>
<td>Remaining</td>
</tr>
<tr>
<td>1</td>
<td>Direct Labor</td>
<td>28,539,806</td>
<td>2,435,697</td>
<td>2,516,840 (81,143)</td>
</tr>
<tr>
<td>2</td>
<td>Sick Leave</td>
<td>1,491,682</td>
<td>178,577</td>
<td>99,779</td>
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<tr>
<td>3</td>
<td>Holiday</td>
<td>1,111,586</td>
<td>102,168</td>
<td>123,919 (21,751)</td>
</tr>
<tr>
<td>4</td>
<td>Vacation</td>
<td>1,991,906</td>
<td>177,466</td>
<td>164,846</td>
</tr>
<tr>
<td>5</td>
<td>Other Paid Absences</td>
<td>217,030</td>
<td>11,004</td>
<td>14,121 (3,117)</td>
</tr>
<tr>
<td>6</td>
<td>Total</td>
<td>33,352,010</td>
<td>2,904,912</td>
<td>2,919,505 (14,593)</td>
</tr>
</tbody>
</table>

Difference compared to Budget

<table>
<thead>
<tr>
<th>Description</th>
<th>FY21 Total Budget</th>
<th>Current Month</th>
<th>Over budget (Under budget)</th>
<th>Fiscal Year-to-date</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Actual Budget</td>
<td></td>
<td></td>
<td>Actual Budget</td>
</tr>
<tr>
<td></td>
<td>Remaining</td>
<td></td>
<td></td>
<td>Remaining</td>
</tr>
<tr>
<td>10</td>
<td>FICA</td>
<td>2,551,422</td>
<td>217,150</td>
<td>223,345 (6,195)</td>
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<tr>
<td>11</td>
<td>Pension</td>
<td>7,288,803</td>
<td>730,673</td>
<td>621,581</td>
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<tr>
<td>12</td>
<td>Hospital Medical &amp; Surgical</td>
<td>9,363,267</td>
<td>811,486</td>
<td>690,207 (142,79)</td>
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<tr>
<td>13</td>
<td>Vision Care Insurance</td>
<td>122,078</td>
<td>4,850</td>
<td>10,181 (5,331)</td>
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<tr>
<td>14</td>
<td>Dental Plans</td>
<td>409,308</td>
<td>66,700</td>
<td>34,109</td>
</tr>
<tr>
<td>15</td>
<td>Life Insurance</td>
<td>96,744</td>
<td>7,405</td>
<td>8,062 (657)</td>
</tr>
<tr>
<td>16</td>
<td>Disability Insurance</td>
<td>216,332</td>
<td>0</td>
<td>10,563 (10,563)</td>
</tr>
<tr>
<td>17</td>
<td>Kentucky Unemployment</td>
<td>40,000</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>18</td>
<td>Worker's Compensation</td>
<td>1,850,000</td>
<td>333,482</td>
<td>154,167 (179,315)</td>
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<tr>
<td>19</td>
<td>Uniform &amp; Work Clothing Allowance</td>
<td>277,000</td>
<td>10,152</td>
<td>10,333 (181)</td>
</tr>
<tr>
<td>20</td>
<td>Other Fringes</td>
<td>2,500</td>
<td>143</td>
<td>208 (65)</td>
</tr>
<tr>
<td>21</td>
<td>Total Fringe &amp; Benefits</td>
<td>22,217,454</td>
<td>2,182,041</td>
<td>1,741,756 (440,285)</td>
</tr>
</tbody>
</table>

Difference compared to Budget
## Balance Sheet

**April 2021, Fiscal Year 2021**

<table>
<thead>
<tr>
<th>Assets</th>
<th>FY 21</th>
<th>FY 20</th>
<th>Liabilities, Reserves &amp; Capital</th>
<th>FY 21</th>
<th>FY 20</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Current Assets</strong></td>
<td></td>
<td></td>
<td><strong>Current Liabilities</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cash &amp; Cash Items</td>
<td>1,975,244</td>
<td>3,506,042</td>
<td>Long Term Debt</td>
<td>262,538</td>
<td>397,920</td>
</tr>
<tr>
<td>Short Term Investments</td>
<td>6,136,877</td>
<td>1,839,094</td>
<td>Short Term Debt</td>
<td>0</td>
<td>3,000,000</td>
</tr>
<tr>
<td>Accounts Receivable</td>
<td>50,024,729</td>
<td>15,601,184</td>
<td>Trade Payables</td>
<td>5,951,285</td>
<td>6,331,586</td>
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<tr>
<td>Interest Receivable</td>
<td>240</td>
<td>242</td>
<td>Accrued Payroll Liabilities</td>
<td>4,100,823</td>
<td>4,037,291</td>
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<tr>
<td>Due From Grant</td>
<td>80,000</td>
<td>80,000</td>
<td>Estimated Workmans Compensation</td>
<td>3,277,065</td>
<td>2,577,207</td>
</tr>
<tr>
<td>Materials &amp; Supplies</td>
<td>2,368,940</td>
<td>1,551,695</td>
<td>Accrued Tax Liabilities</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Unredeemed Tickets &amp; Tokens</td>
<td>1,639,549</td>
<td>1,857,688</td>
<td>Reserves - Injury &amp; Damages</td>
<td>1,437,700</td>
<td>1,176,200</td>
</tr>
<tr>
<td>Total Current Assets</td>
<td>62,586,031</td>
<td>22,581,258</td>
<td>Due To Operations</td>
<td>80,000</td>
<td>80,000</td>
</tr>
<tr>
<td>Other Assets</td>
<td></td>
<td></td>
<td>Total Liabilities &amp; Equity</td>
<td>132,737,969</td>
<td>102,777,495</td>
</tr>
<tr>
<td>Prepaid Insurance &amp; Dues &amp; WIP</td>
<td>578,239</td>
<td>2,041,505</td>
<td>Retained Earnings</td>
<td>(7,777,915)</td>
<td>(11,280,156)</td>
</tr>
<tr>
<td>Total Other Assets</td>
<td>578,239</td>
<td>2,041,505</td>
<td>Prior Year Retained Earning</td>
<td>76,430,607</td>
<td>83,922,863</td>
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<tr>
<td><strong>Fixed Assets</strong></td>
<td></td>
<td></td>
<td>Total Equity</td>
<td>68,652,691</td>
<td>72,642,707</td>
</tr>
<tr>
<td>Land</td>
<td>3,177,782</td>
<td>3,177,782</td>
<td>Total Liabilities &amp; Equity</td>
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<td></td>
</tr>
<tr>
<td>Buildings</td>
<td>49,133,260</td>
<td>49,039,055</td>
<td>Retained Earnings</td>
<td>(7,777,915)</td>
<td>(11,280,156)</td>
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<tr>
<td>Coaches</td>
<td>113,494,716</td>
<td>113,922,734</td>
<td>Prior Year Retained Earning</td>
<td>76,430,607</td>
<td>83,922,863</td>
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<tr>
<td>Office Equipment</td>
<td>10,489,182</td>
<td>10,068,450</td>
<td>Total Equity</td>
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<td>Other Equipment</td>
<td>22,278,302</td>
<td>20,537,447</td>
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<td>Development Costs</td>
<td>434,519</td>
<td>677,036</td>
<td>Total Liabilities &amp; Equity</td>
<td>132,737,969</td>
<td>102,777,495</td>
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<tr>
<td>Vehicle Exp - Operating</td>
<td>1,420,405</td>
<td>1,420,405</td>
<td>Retained Earnings</td>
<td>(7,777,915)</td>
<td>(11,280,156)</td>
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<tr>
<td>Other Equipment -Operating</td>
<td>154,998</td>
<td>191,295</td>
<td>Prior Year Retained Earning</td>
<td>76,430,607</td>
<td>83,922,863</td>
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<tr>
<td><strong>Total Fixed Assets</strong></td>
<td>200,583,072</td>
<td>199,034,174</td>
<td>Total Liabilities &amp; Equity</td>
<td>132,737,969</td>
<td>102,777,495</td>
</tr>
<tr>
<td><strong>Less Accumulated Depreciation</strong></td>
<td></td>
<td></td>
<td>Total Liabilities &amp; Equity</td>
<td>132,737,969</td>
<td>102,777,495</td>
</tr>
<tr>
<td>Accumulated Depr Land</td>
<td>711,005</td>
<td>677,559</td>
<td>Retained Earnings</td>
<td>(7,777,915)</td>
<td>(11,280,156)</td>
</tr>
<tr>
<td>Accumulated Depr Buildings</td>
<td>26,870,052</td>
<td>25,356,282</td>
<td>Prior Year Retained Earning</td>
<td>76,430,607</td>
<td>83,922,863</td>
</tr>
<tr>
<td>Accumulated Depr Coaches</td>
<td>76,170,891</td>
<td>69,752,074</td>
<td>Total Equity</td>
<td>68,652,691</td>
<td>72,642,707</td>
</tr>
<tr>
<td>Accumulated Depr Equipment</td>
<td>8,169,263</td>
<td>7,265,978</td>
<td>Retained Earnings</td>
<td>(7,777,915)</td>
<td>(11,280,156)</td>
</tr>
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<td>Accumulated Depr Development Cost</td>
<td>147,485</td>
<td>357,247</td>
<td>Prior Year Retained Earning</td>
<td>76,430,607</td>
<td>83,922,863</td>
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<tr>
<td>Accumulated Depr Vehicle Exp - Opr</td>
<td>915,269</td>
<td>859,143</td>
<td>Total Equity</td>
<td>68,652,691</td>
<td>72,642,707</td>
</tr>
<tr>
<td>Accumulated Depr Other Equipment Op</td>
<td>116,755</td>
<td>107,879</td>
<td>Retained Earnings</td>
<td>(7,777,915)</td>
<td>(11,280,156)</td>
</tr>
<tr>
<td><strong>Total Depreciation</strong></td>
<td>131,009,373</td>
<td>120,879,442</td>
<td>Total Liabilities &amp; Equity</td>
<td>132,737,969</td>
<td>102,777,495</td>
</tr>
<tr>
<td><strong>Net Fixed Assets</strong></td>
<td>69,573,699</td>
<td>78,154,732</td>
<td>Total Liabilities &amp; Equity</td>
<td>132,737,969</td>
<td>102,777,495</td>
</tr>
<tr>
<td><strong>Total Assets</strong></td>
<td>132,737,969</td>
<td>102,777,495</td>
<td>Total Liabilities &amp; Equity</td>
<td>132,737,969</td>
<td>102,777,495</td>
</tr>
</tbody>
</table>
## Actual Revenue vs. Budget
### April 2021, Fiscal Year 2021

### Current Month Revenues

<table>
<thead>
<tr>
<th>Source</th>
<th>Actual</th>
<th>Budget</th>
</tr>
</thead>
<tbody>
<tr>
<td>Passenger Fares</td>
<td>192,307</td>
<td>433,738</td>
</tr>
<tr>
<td>Special Transit Fares (UofL, UPS and etc)</td>
<td>121,445</td>
<td>168,500</td>
</tr>
<tr>
<td>Paratransit Fares</td>
<td>90,822</td>
<td>107,633</td>
</tr>
<tr>
<td>Advertising Revenue</td>
<td>52,500</td>
<td>53,333</td>
</tr>
<tr>
<td>Comp Specials</td>
<td>29,900</td>
<td>108,013</td>
</tr>
<tr>
<td>State Government Funds</td>
<td>16,129</td>
<td>225,000</td>
</tr>
<tr>
<td>Recoveries-Insurance</td>
<td>4,310</td>
<td>4,000</td>
</tr>
<tr>
<td>Other Agency Revenues</td>
<td>5,945</td>
<td>15,417</td>
</tr>
<tr>
<td>Federal Reimbursement Funds - FTA</td>
<td>4,053,024</td>
<td>6,604,425</td>
</tr>
<tr>
<td>Federal Reimbursement Funds - FTA, Cap</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Local Government Funds - MTTF</td>
<td>245,096</td>
<td>0</td>
</tr>
<tr>
<td>Other Agencies Revenue, Cap</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>State Government Funds, Cap</td>
<td>0</td>
<td>0</td>
</tr>
</tbody>
</table>

MTTF $8,400,000 Actual > $1,250,615 Budget

### Year to Date Revenues

<table>
<thead>
<tr>
<th>Source</th>
<th>Actual</th>
<th>Budget</th>
</tr>
</thead>
<tbody>
<tr>
<td>Passenger Fares</td>
<td>3,587,673</td>
<td>5,949,671</td>
</tr>
<tr>
<td>Federal Reimbursement Funds - FTA, Cap</td>
<td>1,634,364</td>
<td>5,949,671</td>
</tr>
<tr>
<td>Special Transit Fares (UofL, UPS and etc)</td>
<td>1,456,751</td>
<td>1,733,260</td>
</tr>
<tr>
<td>State Government Funds</td>
<td>827,736</td>
<td>1,175,290</td>
</tr>
<tr>
<td>Paratransit Fares</td>
<td>713,866</td>
<td>1,285,431</td>
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<tr>
<td>Advertising Revenue</td>
<td>523,000</td>
<td>527,499</td>
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<td>Local Government Funds - MTTF</td>
<td>463,119</td>
<td>1,303,880</td>
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<tr>
<td>Local Government Funds - MTTF, Cap</td>
<td>197,463</td>
<td>1,525,473</td>
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<tr>
<td>Other Agency Revenues</td>
<td>110,004</td>
<td>143,870</td>
</tr>
<tr>
<td>Recoveries-Insurance</td>
<td>67,053</td>
<td>60,000</td>
</tr>
<tr>
<td>Comp Specials</td>
<td>28,590</td>
<td>218,025</td>
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<td>Other Agencies Revenue, Cap</td>
<td>0</td>
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<tr>
<td>State Government Funds, Cap</td>
<td>0</td>
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</tr>
</tbody>
</table>

MTTF $40,927,580 Actual < $49,069,249 Budget

### Federal Reimbursement Funds - FTA

<table>
<thead>
<tr>
<th>Source</th>
<th>Actual</th>
<th>Budget</th>
</tr>
</thead>
<tbody>
<tr>
<td>Passenger Fares</td>
<td>2,361,998</td>
<td></td>
</tr>
<tr>
<td>Paratransit fares</td>
<td>541,565</td>
<td></td>
</tr>
<tr>
<td>MTTF Contributions</td>
<td>8,141,669</td>
<td></td>
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<tr>
<td>Federal Reimbursement Funds - FTA, Cap</td>
<td>9,840,019</td>
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<tr>
<td>Federal Reimbursement Funds - FTA, Cap</td>
<td>10,438,419</td>
<td></td>
</tr>
</tbody>
</table>
Actual Expenses vs. Budget
April 2021, Fiscal Year 2021

Current Month Expenses

Year to Date Expenses

- Direct Labor $81,143  
- Total Labor $14,593
- Fringe & Benefits $506,836
- Purchased Transportation $511,921

- Direct Labor $521,577  
- Total Labor $701,884
- Fringe & Benefits $1,616,019
- Purchased Transportation $3,763,311
- Depreciation Expenses $1,086,326
Mass Transit Trust Fund (MTTF) Revenue Deposits

Deposit to Budget Difference FY 2021

<table>
<thead>
<tr>
<th>Month</th>
<th>FY 21 Actual Deposits</th>
<th>FY 21 Budget Deposits</th>
<th>Difference</th>
<th>YTD Total</th>
<th>Current Month</th>
<th>YTD</th>
</tr>
</thead>
<tbody>
<tr>
<td>July</td>
<td>$6,263,320</td>
<td>$4,161,638</td>
<td>$2,101,682</td>
<td>$2,101,682</td>
<td>50.50%</td>
<td></td>
</tr>
<tr>
<td>August</td>
<td>$4,049,642</td>
<td>$3,709,802</td>
<td>$339,840</td>
<td>$2,441,522</td>
<td>9.16%</td>
<td>31.02%</td>
</tr>
<tr>
<td>September</td>
<td>$4,744,809</td>
<td>$5,573,185</td>
<td>($828,376)</td>
<td>$1,613,146</td>
<td>-14.86%</td>
<td>12.00%</td>
</tr>
<tr>
<td>October</td>
<td>$3,821,270</td>
<td>$3,462,858</td>
<td>$358,412</td>
<td>$1,971,558</td>
<td>10.35%</td>
<td>11.66%</td>
</tr>
<tr>
<td>November</td>
<td>$4,823,684</td>
<td>$3,747,553</td>
<td>$1,076,131</td>
<td>$3,047,689</td>
<td>28.72%</td>
<td>14.76%</td>
</tr>
<tr>
<td>December</td>
<td>$5,504,381</td>
<td>$5,506,077</td>
<td>($1,696)</td>
<td>$3,045,993</td>
<td>-0.03%</td>
<td>11.64%</td>
</tr>
<tr>
<td>January</td>
<td>$5,505,049</td>
<td>$4,814,614</td>
<td>$690,435</td>
<td>$3,736,428</td>
<td>14.34%</td>
<td>12.06%</td>
</tr>
<tr>
<td>February</td>
<td>$4,083,535</td>
<td>$4,496,397</td>
<td>($412,862)</td>
<td>$3,323,566</td>
<td>-9.18%</td>
<td>9.37%</td>
</tr>
<tr>
<td>March</td>
<td>$4,827,963</td>
<td>$4,533,247</td>
<td>$294,716</td>
<td>$3,618,282</td>
<td>6.50%</td>
<td>9.04%</td>
</tr>
<tr>
<td>April</td>
<td>$8,203,675</td>
<td>$6,187,014</td>
<td>$2,016,661</td>
<td>$5,634,943</td>
<td>32.60%</td>
<td>12.20%</td>
</tr>
<tr>
<td>May</td>
<td>$3,706,568</td>
<td>($3,706,568)</td>
<td>$1,928,375</td>
<td>-100.00%</td>
<td>-100.00%</td>
<td>3.86%</td>
</tr>
<tr>
<td>June</td>
<td>$3,202,202</td>
<td>($3,202,202)</td>
<td>($1,273,827)</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

TOTAL $51,827,328 $53,101,155

MTTF Revenue Deposits - Actuals

LOUISVILLE METRO REVENUE COMMISSION
TARC LICENSE FEE TRANSACTIONS

<table>
<thead>
<tr>
<th>Receipts</th>
<th>April 2021</th>
<th>April 2020</th>
<th>YTD FYE 2021</th>
<th>YTD FYE 2020</th>
<th>Difference Amount</th>
<th>Percent Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>Employee Withholding</td>
<td>$4,783,415</td>
<td>$4,887,424</td>
<td>$41,187,928</td>
<td>$42,138,226</td>
<td>($950,298)</td>
<td>-2.26%</td>
</tr>
<tr>
<td>Individual Fees</td>
<td>1,077</td>
<td>1,518</td>
<td>2,642</td>
<td>2,475</td>
<td>167</td>
<td>6.75%</td>
</tr>
<tr>
<td>Net Profit Fees</td>
<td>3,001,219</td>
<td>1,405,123</td>
<td>10,962,330</td>
<td>5,543,049</td>
<td>5,399,281</td>
<td>96.60%</td>
</tr>
<tr>
<td>Interest &amp; Penalty</td>
<td>28,550</td>
<td>21,552</td>
<td>437,462</td>
<td>554,530</td>
<td>(117,451)</td>
<td>-21.16%</td>
</tr>
<tr>
<td>Total Collections</td>
<td>$8,314,581</td>
<td>$6,366,127</td>
<td>$52,530,382</td>
<td>$48,239,683</td>
<td>$4,290,699</td>
<td>8.89%</td>
</tr>
<tr>
<td>Investment Income</td>
<td>1,361</td>
<td>1,047</td>
<td>6,108</td>
<td>6,657</td>
<td>($62,466)</td>
<td>-91.10%</td>
</tr>
<tr>
<td>Total Receipts</td>
<td>$8,315,942</td>
<td>$6,367,174</td>
<td>$52,536,487</td>
<td>$48,238,253</td>
<td>$4,226,234</td>
<td>8.75%</td>
</tr>
<tr>
<td>Disbursements</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Collection Fee</td>
<td>$112,347</td>
<td>$85,942</td>
<td>$709,159</td>
<td>$644,629</td>
<td>$64,530</td>
<td>10.01%</td>
</tr>
<tr>
<td>Total Disbursements</td>
<td>$112,347</td>
<td>$85,942</td>
<td>$709,159</td>
<td>$644,629</td>
<td>$64,530</td>
<td>10.01%</td>
</tr>
<tr>
<td>Due Mass Transit</td>
<td>$8,203,675</td>
<td>$6,281,232</td>
<td>$51,827,328</td>
<td>$47,663,634</td>
<td>$4,163,704</td>
<td>8.74%</td>
</tr>
<tr>
<td>Less Previous Payments</td>
<td>43,623,553</td>
<td>41,382,392</td>
<td></td>
<td></td>
<td>2,241,261</td>
<td>5.42%</td>
</tr>
<tr>
<td>Payable To Trust Fund</td>
<td>8,203,675</td>
<td>6,281,232</td>
<td></td>
<td>47,663,634</td>
<td>4,163,704</td>
<td>8.74%</td>
</tr>
</tbody>
</table>
Year to Date Summary

April 2021, Fiscal Year 2021

Total Revenues are Over/Under by (pg. 2, line 18) Good $2,867,608
Total Expenses are Over/Under by (pg. 2, line 41) $2,858,736
MTTF Revenue Deposits are Over/Under by (pg. 7) $5,634,943

April has a favorable balance before Capital of $8,493,679 $2,867,608 $5,626,071

Revenues over Expenses

Revenues $47,900,541
FTA Funds 2,172,880
State Funds $827,736
KYTC

Total Revenues $50,901,157

Total Operating Expenses $73,715,332
Local Capital Expenses $197,463

Total Expenses $73,912,795

Net Gain/(Loss) before CARES Funds ($23,011,638)
CARES Funds applied for FY 2021 $22,805,302

Net Gain/(Loss) before Capital ($206,336)
TARC Board Meeting
Comprehensive Operations Analysis
Recommendations
May 25, 2021
System Improvement Concepts

Key Considerations

Service Type and Frequency
Route Modifications
Schedule Modifications

1. The first concept recommends immediate enhancements through **Route Optimization**

2. The second concept, **System Restructuring**, builds on the first concept and would be phased in over the next five years.

3. Finally, the **System Vision** concept sets forth a set of expansion goals for the mid- to long-term future of the system.
Route Optimization Concept 1

Features
• Maintains existing service coverage
• Improves service quality and reliability
• Simplifies complex routes and timetables
• Adjusts routes to provide cost savings
• Increases frequency on key routes

Metrics
• Revenue neutral
• Small increase in jobs and population served (1/2 mi)
• Increase in weekend service
• 7% reduction in peak buses
• Serves 99.9% of existing riders (1/2 mi)
System Reconstruction Concept 2

Features
• Introduces core high frequency network
• Creates consistent spans of service with consistent headways

Metrics
• Increase in jobs & population served (~50% increase for high frequency service)
• Increase in weekend service
• Reduction in peak buses, but increase in revenue hours
• Some new routes/patterns
• Introduces on-demand service with 6 zones operating 18 revenue hours on weekdays
• Increased operating cost

Legend
Buses Per Day
1-10
11-25
26-50
51-100
101-150
151-200
200+

On Demand Zones
System Vision Concept 3

Features
• Maintains high frequency network and other Concept 2 improvements
• Expands service coverage and core frequency network
• Reintroduces express routes

Metrics
• Increase in jobs & population served (~50% increase for high frequency service)
• Increase in weekend service
• Increase in revenue hours
• Adds several new routes
• Increases on-demand service with 4 new zones
• Increased operating cost
Comparison

Jobs Coverage

Population Coverage

<table>
<thead>
<tr>
<th>Existing</th>
<th>Concept 1</th>
<th>Route Optimization</th>
<th>Concept 2</th>
<th>System Restructuring</th>
<th>Concept 3</th>
<th>System Vision</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Total Coverage

Near High-Frequency

0 50,000 100,000 150,000 200,000 250,000 300,000 350,000 400,000 450,000 500,000

0 100,000 200,000 300,000 400,000 500,000 600,000 700,000

Jobs Coverage

Population Coverage
Transfer Points and Transfer Centers
Mobility Hubs
Sidewalks and Safe Walking Routes
Stop Level Infrastructure
Additional BRT Stops
Coordinate with Louisville Metro Projects
Other Operational Improvements

Additional Recommendations
Next Steps

1. Advance Recommendations
2. Complete Detailed Schedule / Budget Follow-up
3. FTA Policy Impacts – Title VI and EJ Analysis
4. Stakeholder Engagement
5. Implementation Plan with Action Steps
COA PLAN IMPLEMENTATION STEPS

COA PLAN | IMPLEMENTATION STEPS

tarc
PHASED APPROACH

Phase I
- Immediate/Short Term Improvements – late 2021/ early 2022

Phase II
- Long Term Regional Improvements – Commuter Service

Implementation
- To be determined based on TARC resources, commute patterns and ridership trends
PHASE I PROJECTS

1. Broadway Corridor

- Evaluate route # 23 - schedule and route branches
- Improve schedule consistency - 15 min frequency
- Improve service performance and reliability
- Timed transfer points and better integration with connecting routes

Planned implementation

- Early 2022
- Bud impact - minor cost increase for frequency improvements
PHASE I PROJECTS

2. Micro Transit Pilot Project

- Bluegrass Industrial Center / J-Town Circulator (current TARC rt. #75)
- Implement micro-transit pilot project, provide access to jobs
- Serve major employment areas and connect with Jeffersontown urban core
- Service as micro mobility and/or on-demand solution
- Options to use smaller buses as a more cost-effective solution

Planned Implementation

- Early 2022
- Bud impact - to be evaluated
PHASE I PROJECTS

3. Muhammad Ali Corridor

- In conjunction with Metro efforts to convert to two-way street
- Consolidate Rt. #19 on one corridor, simplify access, provide better service
- Improve amenities: shelters, seating, ADA access, limited sidewalk improvements
- Consolidate and reduce number of stops
- Contribute to the quality of transit and support neighborhoods revitalization

Planned Implementation

- 2022 – in coordination with Metro Public Works
- Bud impact – capital funds for stops and shelters improvements
4. Access to Jobs – CMAQ Routes

- Job connections to major employment areas: Renaissance Development, Commerce Crossings, River Ridge in S IN
- CMAQ Grant funded
- Three new routes, AM and PM peak service
- Explore options for the most cost-effective service solution

Planned Implementation

- Late 2021/early 2022
- Bud impact – local match funding required 20%
PHASE II PROJECTS

1. Corridor Level Service Improvements

- Improve frequency along major transit corridors: Market St, Bardstown Rd, Frankfort Ave, Shelbyville Rd.
- Improve service consistency – 10 to 15 min frequency using existing routes on these street
- Improve service performance and reliability
- Create high-frequency operations by improved existing trips spacing

Planned implementation
- Late 2022
- Bud impact – minor cost increase for schedule revisions
COA IMPLEMENTATION

PHASE II PROJECTS

2. Commuter Service – Regional Connections

- Implement commuter service to/from surrounding counties
- Connections to Downtown and major employment centers
- Explore options for micro-transit solutions, using smaller vehicles
- Evaluate limited stops fixed routes service and buses on shoulders

Planned Implementation

- Late 2022
- Bud impact – additional funding required
THANK YOU
MEMORANDUM

To: Mary Morrow, Chair of TARC Board of Directors
From: Carrie Butler, Executive Director
Date: May 25, 2021
Re: Resolution 2021-14 Board Member Service – Alice Houston

Please see the following Resolution to show our support and gratitude to Alice Houston. We are grateful for her years of service to the Transit Authority of River City and our community.

Please call me at 561-5100 if you have any questions. Thank you.
RESOLUTION 2021-14
Recognition of Service

A resolution recognizing Alice Houston for her dedication and service in providing pivotal guidance and thoughtful direction through many successful years of operations for the Transit Authority of River City.

WHEREAS, Alice Houston served as a Board Member for 8 years along with a member of TARC’s Human Resources Subcommittee, and;

WHEREAS, She provided instrumental support to secure TARC’s daily operations and long-term vision through personal expertise, and;

WHEREAS, She saw the agency through many historic milestones such as the unveiling of the new TARC logo at the 40th anniversary celebration, the introduction of one of the largest all-electric fleets in the nation, the implementation of electronic fare cards in 2019, the introduction of the Dixie Rapid (DRB) in 2020, and;

Whereas, She saw the agency through many defining moments of community pride over the years such as TARC’s response to the COVID-19 pandemic, and

WHEREAS, She ensured the organization was always well protected, and the transportation needs of the greater Louisville region were considered at every turn, and;

NOW THEREFORE, BE IT RESOLVED by the Board of Directors of the Transit Authority of River City that:

1. Alice Houston is recognized with immense gratitude for her sincere commitment and enthusiasm which always carried a reliable source of compassion and consideration, providing a steady hand through the years that kept the organization moving in the right direction.

2. We wish her the best of luck in all of her future endeavors.

ADOPTED THIS 25th DAY OF MAY 2021

__________________________________________
Mary Morrow, Chair of the Board of Directors
MEMORANDUM

To: Mary Morrow, Chair of TARC Board of Directors
From: Carrie Butler, Executive Director
Date: May 17, 2021
Re: Resolution 2021-15 Consulting Services to Catalog Options to Provide Transit Access to Exurban Locations (RFP 20201036)

In May of 2020 this Board authorized the commitment of $31,250 to match a grant of Federal planning funds from KIPDA regarding the preparation of a report on options for providing cost-effective mobility services at the edges of our service area. The Resolution, 2020-28, further authorized the Executive Director to enter into an agreement with KIPDA regarding the expenditure of the Federal funds.

On February 4, 2021, TARC's Purchasing Department released Request for Proposal (RFP) 20201036 for consulting services to catalog options to provide access to employment opportunities at exurban locations. The deliverable will be a compendium of options that detail the costs and benefits of each, along with any potential issues or barriers to implementation. Our goal is to award a contract for two (2) years. TARC has assigned a Disadvantaged Business Enterprise participation goal of 2% towards this project.

On March 26, 2021 TARC received responses from two (2) qualified bidders: IBI Group and Via Mobility, LLC. Based on the solicitation requirements the Purchasing department evaluated the two proposals and found them both to be responsive and responsible.

A committee of experienced TARC staff evaluated and independently scored the two proposals. The two scores were sufficiently close that presentations were requested from both proposers. Following the presentations, which were conducted via teleconference, the evaluation committee scored the proposals once again. The Review Committee unanimously recommended the award of a contract for Consulting Services to Catalog Options to Provide Transit Access to Exurban Locations to Via Mobility, LLC.

This project is funded by a grant of planning funds from KIPDA. TARC will provide the required local match of 20%.

At this time, I am respectfully requesting your authorization to enter into a two year contract for Consulting Services with Via Mobility, LLC. If you approve this award, TARC’s Purchasing Department will award a contract for Consulting Services to Via Mobility, LLC for a not to exceed amount of $156,250.00.

Please call me at 561-5199 if you have any questions. Thank you.
RESOLUTION 2021-15
Consulting Services to Catalog Options to Provide Transit Access to Exurban Locations

A Resolution authorizing the Executive Director to enter into a one (1) year initial term with 1 year optional extension with Via Mobility, LLC based upon the attached bid pricing for Consulting Services for Transit Access to Exurban Locations:

WHEREAS, TARC Board Resolution 2020-28 authorized the Executive Director to enter into an agreement with KIPDA for the expenditure of Federal planning funds; and

WHEREAS, TARC seeks a vendor to provide TARC with Consulting Services to Catalog Options to Provide Access to Employment Opportunities at Exurban Locations; and

WHEREAS, a solicitation, Request for Proposal 20201036, Consulting Services for Transit Access to Exurban Locations was issued and advertised to the public on February 4, 2021; and

WHEREAS, TARC received proposals from IBI Group and Via Mobility, LLC, which were determined to be responsive and responsible; and

WHEREAS, a committee of experienced TARC staff evaluated and independently scored the proposals, and received presentations from each of the proposers; and

WHEREAS, that committee unanimously recommends an award to Via Mobility, LLC;

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the Transit Authority of River City that:

The Executive Director is hereby authorized to enter into a contract for an initial term of one (1) year with a one year optional extension to Via Mobility, LLC for Consulting Services to Catalog Options to Provide Transit Access to Exurban Locations for a not-to-exceed amount of $156,250.00.

ADOPTED THIS 25TH DAY OF MAY 2021

_______________________________
Mary Morrow, Chair of the Board of Directors
MEMORANDUM

To: Mary Morrow, Chair of TARC Board of Directors
From: Carrie Butler, Executive Director
Date: May 25, 2021
Re: Resolution 2021-16 Bumper and Frame Parts and Supplies (IFB 20201022)

On November 20, 2020, the procurement department released an Invitation for Bid 20201022 for Bus Bumper and Frame Parts and Supplies which included five (5) inventory parts. The solicitation intent is to award the contract to the lowest bidder or bidders. On December 10, 2020 we received responses from two (2) qualified bidders and evaluated all the bids based on the requirements and lowest bid proposed.

Based upon the requirement of the solicitation and the proposed lowest bids, the procurement department evaluated the following proposals as being deemed responsive and responsible. The selection was made and the intent to award to multi-vendor based on lowest pricing to the following entities:

- Gillig, LLC
- Muncie Transit Supply.

Procurement Department proposes a multi-vendor award contract of Bus Bumper and Frame Parts and Supplies to the above vendors with a not to exceed amount of $137,479.36 for a total term of five (5) years.

The Review Committee recommends the award of Bus Bumper and Frame Parts and Supplies to Gillig, LLC and Muncie Transit Supply. The multi-vendor proposal for Bus Bumper and Frame Parts and Supplies is determined to be the most favorable to TARC and TARC employees.

I am respectfully requesting the Board of Directors to authorize the Executive Director to enter into a contract for five years with Gillig, LLC and Muncie Transit Supply for Bus Bumper and Frame Parts and Supplies. Please call me at 561-5199 if you have any questions. Thank you.
RESOLUTION 2021-16
Bus Bumper and Frame Parts and Supplies

A Resolution authorizing the Executive Director to enter into a three (3) year initial term with 2 year optional extension with Gillig, LLC and Muncie Transit Supply based upon the attached bid pricing for Bus Bumper and Frame Parts and Supplies:

WHEREAS, TARC seeks a vendor to provide and assist TARC with its Bus Bumper and Frame Parts and Supplies needs; and,

WHEREAS, a solicitation, (IFB) 20201022 Bus Bumper and Frame Parts and Supplies Invitation for Bid was issued and advertised to the public on November 20, 2020; and,

WHEREAS, TARC received two (2) proposals for 20201022 Bus Bumper and Frame Parts and Supplies and two (2) proposals from Gillig, LLC and Muncie Transit Supply were determined to be responsive and responsible; and,

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the Transit Authority of River City that:

The Executive Director is hereby authorized to enter into a three (3) year initial term with 2 year optional extension contract with Gillig, LLC and Muncie Transit Supply based upon the attached bid pricing for (IFB) 20201022 for Bus Bumper and Frame Parts and Supplies for a not-to-exceed amount of $137,479.36.

ADOPTED THIS 25TH DAY OF MAY 2021

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Mary Morrow, Chair of the Board of Directors
MEMORANDUM

To: Mary Morrow, Chair of TARC Board of Directors
From: Carrie Butler, Executive Director
Date: May 25, 2021
Re: Resolution 2021-17 Bus Hoses Parts and Supplies (IFB 20201005)

On November 20, 2020, the procurement department released an Invitation for Bid 20201005 for Bus Hoses Parts and Supplies which included five (5) inventory parts. The solicitation intent is to award the contract to the lowest bidder or bidders. On December 24, 2020 we received responses from two (2) qualified bidders and evaluated all the bids based on the requirements and lowest bid proposed.

Based upon the requirement of the solicitation and the proposed lowest bids, the procurement department evaluated the following proposals as being deemed responsive and responsible. The selection was made and the intent to award to multi-vendor based on lowest pricing to the following entities:

- Gillig, LLC
- Muncie Transit Supply.

Procurement Department proposes a multi-vendor award contract of Bus Hoses Parts and Supplies to the above vendors with a not to exceed amount of $82,306.52 for a total term of five (5) years.

The Review Committee recommends the award of Bus Hoses Parts and Supplies to Gillig, LLC and Muncie Transit Supply. The multi-vendor proposal for Bus Hoses Parts and Supplies is determined to be the most favorable to TARC and TARC employees.

I am respectfully requesting the Board of Directors to authorize the Executive Director to enter into a contract for five years with Gillig, LLC and Muncie Transit Supply for Bus Hoses Parts and Supplies. Please call me at 561-5199 if you have any questions. Thank you.
RESOLUTION 2021-17
Bus Hoses Parts and Supplies

A Resolution authorizing the Executive Director to enter into a three (3) year initial term with 2 year optional extension with Gillig, LLC and Muncie Transit Supply based upon the attached bid pricing for Bus Hoses Parts and Supplies:

WHEREAS, TARC seeks a vendor to provide and assist TARC with its Bus Hoses Parts and Supplies needs; and,

WHEREAS, a solicitation, (IFB) 20201005 Bus Hoses Parts and Supplies Invitation for Bid was issued and advertised to the public on November 20, 2020; and,

WHEREAS, TARC received two (2) proposals for 20201005 Bus Hoses Parts and Supplies and two (2) proposals from Gillig, LLC and Muncie Transit Supply were determined to be responsive and responsible; and,

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the Transit Authority of River City that:

The Executive Director is hereby authorized to enter into a three (3) year initial term with 2 year optional extension contract with Gillig, LLC and Muncie Transit Supply based upon the attached bid pricing for (IFB) 20201005 for Bus Hoses Parts and Supplies for a not-to-exceed amount of $82,306.52.

ADOPTED THIS 25TH DAY OF MAY 2021

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Mary Morrow, Chair of the Board of Directors
MEMORANDUM

To: Mary Morrow, Chair of TARC Board of Directors

From: Carrie Butler, Executive Director

Date: May 25, 2021

Re: Resolution 2021-18 (RFP 20201040) Consulting Services For The Creation of A Fleet Electrification Strategic Plan for Zero Emission Buses

One year ago, this Board authorized the commitment of $25,000 to match a grant of Federal planning funds from KIPDA. The Resolution, 2020-28, further authorized the Executive Director to enter into an agreement with KIPDA regarding the expenditure of the Federal funds. The purpose of the grant is to create a Fleet Electrification Strategic Plan for Zero Emission Buses.

On February 3, 2021, TARC’s Purchasing department released Request for Proposal (RFP) 20201040 for Consulting Services. The consultant will develop a strategic plan that will guide the transition of TARC’s fixed route revenue fleet to zero emission buses (ZEB). The plan will recommend a ZEB mode and provide a Zero Emission Bus Rollout Plan for fixed-route revenue fleet conversion, including all associated infrastructure, by 2050. A pre-proposal conference was held on February 22, 2021 for all interested firms to learn more about the opportunity.

Our goal is to award a contract for two (2) years. TARC has assigned a Disadvantaged Business Enterprise participation goal of 2% towards this project. On April 8, 2021, TARC received proposals from eight highly respected firms. The proposers were CalStart, Hatch-LTK, Kimley-Horn, Virginkar & Associates, Wood Environment and Infrastructure Solutions (Wood), AECOM, the Center for Transportation and the Environment (CTE), and WSP USA, Inc (WSP). The Purchasing department examined the eight proposals and found that all were both responsive and responsible.

A committee of senior TARC staff evaluated and independently scored the proposals. The initial scoring resulted in four proposals falling within a competitive range. Presentations were requested from these four proposers: CTE, AECOM, Wood, and WSP. Following the presentations, which were held on May 13th and 14th via teleconference, the evaluation committee scored the proposals once again. The Review Committee unanimously recommends the award of a contract for Consulting Services to WSP.

This project is funded by a grant of planning funds from KIPDA with a local match of 20%.

At this time, I am respectfully requesting your authorization to enter into a contract for two years with WSP for Consulting Services to create a Fleet Electrification Strategic Plan for ZEB’s. If you approve this award, TARC’s Purchasing Department will award a contract to WSP for a not to exceed amount of $125,000.00 for a total term of two (2) years. Please call me at 561-5100 if you have any questions. Thank you.
RESOLUTION 2021-18
Consulting Services to Provide a Fleet Electrification Strategic Plan for Zero Emission Buses

A Resolution authorizing the Executive Director to enter into a contract for one (1) year with a one-year optional extension with WSP USA, Inc. (WSP) for Consulting Services to develop a Fleet Electrification Strategic Plan at a cost not to exceed $125,000:

WHEREAS, TARC Board Resolution 2020-28 authorized the Executive Director to enter into an agreement with KIPDA for the expenditure of Federal planning funds; and

WHEREAS, TARC seeks a vendor to provide TARC with Consulting Services to develop a strategic plan that will guide the transition of TARC’s fixed route revenue fleet to zero emission buses; and

WHEREAS, a solicitation, Request for Proposal 20201040, Consulting Services to Develop TARC’s Zero Emission Fleet Transition Strategic Plan, was issued and advertised to the public on February 3, 2021; and

WHEREAS, TARC received proposals from eight (8) firms, all of which were determined to be responsive and responsible; and,

WHEREAS, a committee of experienced TARC staff evaluated and independently scored the proposals; and

WHEREAS, presentations were requested from the four proposers found to be in the competitive range: CTE, AECOM, Wood, and WSP; and

WHEREAS, after receiving the four presentations the committee scored the proposers once again; and

WHEREAS, the committee unanimously recommends an award to WSP;

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the Transit Authority of River City that:

The Executive Director is hereby authorized to enter into a contract for one (1) year and a one-year optional extension with WSP USA, Inc. for Consulting Services to develop a Fleet Electrification Strategic Plan for Zero Emission Buses at a cost not to exceed $125,000.

ADOPTED THIS 25TH DAY OF MAY 2021

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Mary Morrow, Chair of the Board of Directors